Railroad and Coal Mines.

In another column will be found an important Report made by a Committee of gentlemen on their return from a recent exploration of a Railroad route from Newburgh on the Hudson to the extensive Coal beds on the Lackawannock and the Susquehanna. We have ourselves passed over the proposed route, have a full knowledge of the resources of the country, and we are acquainted both with the gentlemen in Pennsylvania and with those in Newburgh, who have the control of the charters of the respective Companies. When the public are fully apprised of the superiority which this route possesses over every other, for the easy and economical transportation of Coal to the sea-board, it will create no little surprise that such an important enterprise should have remained unnoticed until the present time. This, however, will be explained by the publication of a few facts with which we happen to be acquainted, and which have not before met the public eye.

A charter was granted some years since by the Legislature of Pennsylvania, for the purpose of constructing a Railroad from the Delaware River at the Water Gap to some point near Pittston on the Susquehanna. A survey was made by Major Beach, starting from the Water Gap and proceeding up Broadnead's Creek through Stroudsburg, about fifteen miles from which latter place the route struck into the most dense and valuable timber district which, at the present time, is to be found in any of the middle States. Passing on through this extensive, unbroken forest of magnificent Beach, Pine, Cherry and Spruce, they struck the immense Coal beds of the Lackawannock at a distance of about 50 miles from the Delaware, in one of the finest agricultural districts of the State of Pennsylvania, as will be seen by the following extract from the Report made at

"The Coal in this region does not occur in veins as at Pottsville, and some other places, but in layers and repeated strata, and it is correctly described by Mr. Silliman, where he says the whole region is completely underlaid by Coal beds-unlike districts where men chase a thin vein of Coal for hundreds of yards under the mountains, sometimes breaking off and sometimes entirely ending. The inhabit, ant of this country when he enters his Coal bed, enters on a boundless and endless inheritance."

"Unlike most other mining districts this section of coun try abounds in Agricultural products; the soil in the Lacka wannock Valley is generally fertile, whilst the adjoining and beautiful Valley of Wyoming are proverbially productive add to this the vast amount of various produce which annually descends the Susquehanna river, and we see before us the most ample supplies for any amount of mining operations on the spot, and at the most moderate prices.

"Neither will the miners be here necessarily crowded together, nor the mining operations be confined to a particular spot; for 14 miles the Railroad line extends through the clearly defined region, whilst the last 10 miles of the line may justly be considered as located in one continued Coal bed. From a consideration of the foregoing and from other circumstances known to us we conclude that all the Coal that it may be deemed desirable to transport on the Railroad will be promptly furnished, and placed upon the Road with

profit to the owners at 50 cents per ton." This survey not only proved the practicability of the route, but demonstrated that the Road could be built at a comparatively small expense, the estimate not exceeding \$600,000, and that the continuous slight descending grade from the Coal Mines to the Delaware would give it great facilities in its heavy down trade. It was clearly shown and well understood at that time that Coal could be delivered at the Water Gap for \$1 per ton; and strange as it may appear, we do not hesitate in attributing the defeat of the early completion of this Road to the very fact of its advantageous position, and the great inducements which it held out for profitable investment. No man understood the matter so well as Henry W. Drinker, Esq., of Luzerne County, Pa. This gentleman was made President of the Road, and residing on the spot, he took the precaution of securing several of the most valuable tracts of Coal in the district for the benefit of the Railroad Company. Soon after this was effected, Mr. Drinker came to the city of New-York and instead of laying the matter open to the public, he commenced a negotiation with several wealthy gentlemen with whom he proposed to enter into a copartnership to construct the Road without other assistance, and thus secure to themselves the control of the Coal and its exclusive benefits. We believe that we are correctly informed that Mr. Delafield actually paid \$500 toward the completion of the survey. Just at this time Mr. Delafield discovered by a careful examination of the Map that a a continuation of this Road commencing at Pittston and terminating at some point on the State line near Binghampton would connect them with the New-York and Erie Railroad. So soon as this was discovered, he refused to move any further in the business until he could control a charfor this extensive continuation. For this purpose Mr. Drinker was despatched to Wilkesbarre, Mr. Delafield furnishing him the sum of \$10,000, the amount necessary to be paid to procure from the Governor of the State the charter, an act of Assembly having previously been passed to that effect. After considerable negotiation Mr. Drinker succeeded and returned again to New-York, but

During his absence the Banks had suspended, the Merchants were broken down in their business and gloom and despair hung over the face of the land, and all action in the enterprise was aban-

About this period a young gentleman from Eng.

land, since well known as the author of an interesting Book of Travels in the United States, in company with a relative of his, the late Mr. Armstrong, of Newburgh, explored the whole route, made purchases on the line, entered into an arrangement with Mr. Drinker, (who still held the contracts for the Coal Mines,) and then proceeded to England for the purpose of procuring the money from two or three of his friends. This certainly looked very well, but unfortunately for the Road, very soon after Mr. Murray's arrival in England, the young Victoria was proclaimed Queen and she called Mr. Murray into a highly honorable and dignified station in her Majesty's household, which station he still retains. Mr. Mur. ray wrote to his friends in this country regretting the necessity of abandoning his favorite enterprise, and promised facilities to anyone who might visit England on the business. A meeting of the company was held at Stroudsburgh, the county seat of Monroe county soon afterwards, but it was not deemed advisable in the then embarrassed state of affairs, both in the United States and in England, to move in the matter. Sometime after. wards the whole subject was taken up by the late Hon. Samuel L. Southard, the President of the Morris Canal and Banking Company, and it was not doubted that the whole line would be speedily

considerable negotiation the officers of the Canal Company were found to be in such a state that no hopes were entertained of their ability to prosecute the work. Since this time we understand that most of the contracts for the Coal lands secured by Mr. Drinker for the Company have been cancelled, and no effort whatever has been made to carry on this great and useful work.

At the last session of the Pennsylvania Legis. sture, (1843,) an act was passed granting authority to construct a temporary Road from the Water Gap to the Timber District and to the Coal Mines. This could be accomplished at a very nall expense. This supplement is in the words

"That it shall and may be lawful for the Susquehana and Delaware Canal and Railroad Company to construct a tem-porary Railroad from a point at or near the summit level between the Susquehanna and Delaware Rivers, to a point at or near the Water Gap on the Delaware River, in the county of Monroe; and also from the summit point on the Lackawannock River-provided that the construction of such temporary Railroad shall in no way interfere with the said Company to continue a more permanent Railroad under the provisions of the act to which this is a supplement. And provided also that the construction of such temporary Railroad shall be commenced within two and be completed within four years from the passage of their act. And the period for the completion of the per-manent Railroad of the said company shall be extended ten years from the passage of their act.

The foregoing was granted upon a Petition for authority to make a cheap Railroad for the use of the Company, as adjunct, preliminary and assistant to a permanent construction, as provided for under the original charter.

It is believed by those who have examined the subject that the Road from the Water Gap to the Timber District would pay for itself in three years, even if it were never completed to the Coal Mines; and it is more than probable that so much of it would have been completed before this time. if there had been any connection going on by which the timber or the coal could have reached the Hudson. It will be seen by the Report of the Newburgh gentlemen that they have it in contemplation to construct the Road from their village to the Delaware, and that from their personal examination and careful calculations they believe that Coal may be delivered at this point on the Hudson for \$2 25 per ton.

The Road being first completed from the Timber District to the Delaware, would enable the Newburgh Company to complete the whole line at about half the expense, owing to the facilities it would give in furnishing the necessary timber, and in the immediate profits which would result from the Timber trade.

We do not wish to be understood as censuring Mr. Drinker for his course in this business. We think it unfortunate for the cities of New-York and Boston that his confidence in individual enterprise has been the unintentional cause of retarding the progress of this great enterprise, the completion of which would long since have brought Coal to New-York for \$3 per ton. We know Mr. to this portion of the laboring interest. In this D. to be as high-minded and honorable as he is zealous and intelligent, and we trust that if the work is to proceed, he may again be induced to act at the head of the Company.

For Report see Seventh Page.

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The Workmen in the Navy Yards and Mr. Henshaw's Letter-The Facts.

To the Editor of the Tribune : We have noticed in the Tribune of Oct. 27, a letter from the Hon. David Henshaw, the new Secretary of the Navy, concerning his recent order for the reduction of wages at the different shade upon the honorable intentions of the working people. If the position of the Mechanics at the Charlestown and Brooklyn Navy Yards were properly understood, there would undoubtedly be few that would deny that the compensation received for their labor they were fully entitled to. that the Workman should try to obtain a high rate of wages. I have no complaint to make of

Truly, this is very kind; it would, however, be somewhat superfluous for him to object to the workmen exercising the prerogative of obtaining a fair equivalent for their labor.

He also says, he is willing to face before the whole nation the justness of the order. There is scarcely a mechanic in either of the above Yards but that can immediately perceive from reading the communication of the Hon. Secretary that they are placed in a position which is not very desirable. He says, the workmen in the Yards at Brooklyn and Charlestown deducting the time for roll-calls, &c. The workmen in either of these Yards never required of the Government these roll-calls; and if the Government is the loser thereby-which the Hon. Secretary apparently is so very anxious to avoid-the responsibility rests upon himself; there is no roll call at the private yards. He further says, that the prices paid for abor inside the yards, were higher than the current rate of wages for like work outside the yards, and the days work outside the yards longer than

The prices of labor recently paid the mechanics at the above Navy Yards have been the established wages for about five years, and several times has an investigation been had to know, why these prices were paid, and after a full and proper understanding it has been admitted to be just. There are two classes of work at vessels, viz: building, and repairing. At private vards the prices for labor at building are 121 per cent. less than at repairing; because, ten hours a day is the established rule at building, and nine at repairing. In the Brooklyn and Charlestown Navy Yards the established hours for labor are ten hours a day without any difference in prices, whereas there is a difference of twenty-five cents a day outside the yards, and to equalize this state of things, the medium price was made the established wages inside the vards; the time for labor in the government yards being less than in private yards, is not the fault of the workmen. The hours that they work, have been established by the government about five years; and it would certainly be assuming absolute power, for the present Secretary to encroach upon established regulations.

The Hon. Secretary also says, efforts will be made to induce the working men as a class, to believe that they are benefited by high prices paid assertion the Hon. Secretary certainly is premature; the working men outside the yards well know that their employers eagerly seize hold of every opportunity to effect a reduction of wages, and when three or four hundred mechanics and others are ejected from employment by the government, they must go to private yards, hence the small quantity of work that is there, is soon completed, and the great body of workmen is thrown out of employment. He continues and says, it is from the earnings of the laborers and mechanics outside the yards, that those employed inside the yards are paid. The laborers and mechanics generally, understand by what means the expenses of government are paid, that they outside the yards do not pay more than they inside the yards, that one pays as much as the other according to their possessions. It is rather ungenerous to prejudice the minds of a portion of the people against the other, to set them at variance, to divide and then despoil them. He further says, he will appeal to the laboring people, if one dollar per day for ordinary labor, and three dollars per day for a head or master mechanic, be not fair prices. While the Hon. David Henshaw, the new appointed Secretary of the Navy, says, that three hundred dollars a year is enough for workmen, his honorable self is obtaining from the la-bor of the people five thousand dollars a year. While he is engaged in his economical experiments, it would be satisfactory to the people for him to propose to Congress next session, that he would be exceedingly glad to have his annual salary reduced one thousand dollars; then the people will certainly have confidence in him, and it would be as just, as to discharge all the workmen, and then reduce the established rate of wa-

The reason given for the suspension of work, is a deficiency of money. The workmen in the Navy Yards have heretofore waited three months for their pay, and they would willingly do it again. It is generally regretted that the Hon. Secretary has suspended all work in the government yards, especially at this season of the year when every thing tends to the disadvantage of the working

The papers that have published the letter of the Hon. Secretary, will confer a favor on the working men by giving publicity to this commu-MANY MECHANICS.

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Democracy, by a Democrat-No. 3.

My last No. closed with a promise to describe what sort of a person was needed for a Chief Magistrate, and what would be expected of him by the people. From the facile method we have in the manufacture of great men, one would in-Navy Yards, which apparently tends to cast a cline to the opinion that such persons were by no means scarce in the country. Yet I am satisfied they are very scarce indeed. It is extremely expensive for a man to be truly great in the United States, and but few can afford it. The wealth which our public men love to heard is popularity, and most of them are too selfish and timid to The Honorable Secretary says, it is very natural risk it by the advocacy of great, and for the time being, unpopular measures; most of them are content with being placed in situations which truly great men only should occupy, and they take much greater pains to place themselves in such relation to the people than they do in preparing themselves for the discharge of the duties which their vanity alone has imposed on them. These remarks are as true when applied to Congress as they are when applied to our Common Council, and are made for the purpose of bringing to the consideration of our "sober second thoughts," the claims which these pretenders to true greatness set up in virtue of their having had the good fortune to be less than accidentally (for that is providentially) elevated to office. It is because I regard Mr. Van Buren as belong-

ing to the class of men whom accident, policy and panegyric, have made great, that I prefer he should not expose himself to the anger of the gods nor draw too largely on the support of his associates, by becoming a candidate again. Addison tells us that "the wisest politicians, who are nothing but politicians, are apt to be stark blind when a noon-day sun could scarce guide their steps aright." That sage philosopher must have alluded to well-known phenomena of the age in which he lived, or he would have prophesied of that in which we have the felicity and the turmoil of being in and a part of. But I must not forget my promise. The Country wants for a Chief Magistrate, a man of character, not one of mere reputation. A man's life and aims declare his character. The press and his party can give him nothing more than reputation .-The distinction between Federal Republicans and National Republicans has been kept out of sight entirely by the timid and risk-nothing policy of Mr. Van Buren and his associates, nor have the friends of Mr. Clay, nor the gallant Harry himself exhibited any anxiety to incur the responsibility of explaining the difference. Some of the disasters which have befallen the Whig party may be with much fairness attributed to their timid policy. The Whigs need a Freling.

huysen among them. I now come to the point-Mr. Calhoun is the exact representative and expression of what is meant by Federal Republican, and Mr. Clay is precisely the same in relation to what is intended by National Republican. Under the banners of two such expositors of our country's Constitution, men may honorably enter the lists on either side, for both propose the freedom of the citizen, and the glory of the nation. Mr. Van Buren knows that a Democratic form of Government is not possible, and he ought to be ashamed to woo his mistress (the Presidential chair) under an alias. A man of character, then, is the person we shall need for the Presidency the ensuing

In my next I shall say what will be expected by the Republican party of such a Chief Magis-

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Visit to the White Mountains . . No. III.

BY A STUDENT OF YALE.

In passing through the Mountains there is no private dwelling for 20 miles. From the White Mountain House 18 miles bring us to Franconia. This is that cold place, where mercury freezes in the winter. Here are extensive iron works. The ore is obtained in Lisbon, four miles distant -the ride thither is very pleasant, and the mine well worthy of a visit. It is interesting to trace the veins of one as they wind through the granite. The long ditch, a chasm 150 feet deep is now nearly filled with water-the drift, a horizontal arch entering the hill about 100 feet is a fine place for singing-every note sounds full-and is prolonged by the cavern through which it passes. Six miles from the iron works is the Franconia Jackson. On the peak of Mount Jackson, 1,000 feet above the road is the remarkable Profile or 'Old Man of the Mountain," a wonderfully which our country affords. Of solid rock it forth in bold relief. Beneath it is a beautiful sheet of water, the source of the Pemigewassetwhich afterwards takes the name of the Merri-Pool are interesting. But the Flume is very wildness! For about an eighth of a mile a branch solid rock, and is thrown into forms diversified and beautiful. But the channel itself is perfectly awful! It varies from four to ten feet in width, with perpendicular sides of ragged granite from with perpendicular sides of long with perpendicular sides of long ten to fifty feet in length. This surpasses all the mountain scenery in awful wildness! In one part of the course the surface of the rock over which the water flows is not broken, but takes different directions, over which the water glides different directions are discontinuously as the perfect of the French Language, begs to inform his fresh and pupils that his second French Class, for beginners, this season commences on Friday Evening. November 3d, at 7 o'clock. Also one at 24 o'clock for those far advanced, for conversation, at his residence, 35 Duane st. as a thin crystal sheet, shooting from one turn to another of the rock in brilliancy and splendor.

The most direct way to Concord is through Plymouth and Sanbornton-vet, by turning aside you can, without greatly lengthening your journey, visit Centre Harbor-and by ascending Redhill obtain a fine view of Lake Minnepisiogee, which, studded with isles, is said to present one of the most delightful views of water scenery. To its beauties I can bear no testimony as I did not visit it. Before you come to the many pleasant villages which skirt the Merrimack, vou must pass many a log hut and see frequent marks of poverty. Whichever way you will, there is much beauty and grandeur in the roughness of PROF. BASSET'S ORAL AND GRAMMATnature. As you approach Concord the beautiful villages display much taste and refinement. Boscawen is neat, pleasant and delightful. But few places of equal business display so much taste and beauty as Concord. The State House is a noble edifice of granite. The State Prison and Insane Hospital are fine buildings and well adapted, each to its design. Entering the cars we were borne along the banks of the river, which abounds with scenery refreshing and lovely. To enjoy this journey one must have leisure and spend much time. A glimpse of mountain scenery is worth but little. But as we stand and gaze upon its majesty, and explore its hights and its depths, we cannot but wonder and admire! 'Tis not strange that the wild Savage thought these cloud-capped hights the dwelling place of a higher order of beings, and feared to attempt their ascent. But elightened as we are by the display of Almighty power. And in these wonders of creation we can view the goodness and benevolence of God-for from them flow almost all the rivers which water the length and breadth of New-England. They are a reservoir of water for the supply of this happy land-administering also to our health, by waiting to us pure breezes, and driving from us pestilential air.

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ness of the dust. Of all keepsakes, memorials, relics-most dear ly, most devotedly, do I love a little lock of hair. and oh! when the head it beautified has long mon'dered in the dust, how spiritual seems the undying glossiness of the sole remaining! All else gone to nothing save and except that soft, smooth, burnished and glorious fragment of the apparel. Nootch, a pass between Mounts La Fayette and ing that once hung in clouds and sunshine over an angel's brow.

Ave, a lock of hair is far better than any pic . ture-it is part of the beloved object herself: correct delineation of the human face. This belongs to the tresses that often, long ago, may probably is one of the greatest natural curiosities | have been dishevelled, like a shower of sunbeams. over your beating breast: But now solemn stands unmoved, whether in the tempest or the thoughts sadden the beauty once so bright-so storm. Its resemblance to the human features is refulgent; the longer you gaze on it, the more not a figment of the imagination, for it stands and more it seems to say, almost upbraidingly, "weep'st thou no more for me ?" and, indeed, a tear, true to the imperishable affections in which all nature seemed to rejoice, bears witness, that mack. In the adjoining town of Lincoln there the object to which we yearned is no more forare curiosities worthy of note. The Basin and gotten, now that she has been dead for so many long weary days, months, years, than she was forgotten, during one hour of absence, that came of the Pemigewosset pours through a channel of like a passing cloud between us and the sunshine of our living in her loving smiles.

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